

Hongkong Daily Press.

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HONGKONG, WEDNESDAY, JULY 6TH, 1904.

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HEAT LOTION
IS A FIRST-RATE PREPARATION.
IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

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LIMITED,
MANUFACTURING CHEMISTS.
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Blended
Selected
Distillations of the
Finest Scotch Whiskies

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PORTLAND CEMENT.
Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
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General Managers.
Hongkong, 14th August, 1903.

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We are Sole Agents for the following—
MONOPOL, FUTURE, CENT-UR, and
NEW PREMIER CYCLES. Best American
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for Sale. Also a Large Assortment of SECOND-
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MOTOR CYCLES, MAIL CARS,
RICKSHAS FITTED WITH PNEUMATIC
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OUT. Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-ensembling a
speciality.
MCKINLEY & CO.
43 & 44, Queen's Road East.

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THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of Co.
Storage available at EAST POINT. Storerooms will
be open at 10 A.M. and 4 P.M. daily, Sundays
excepted to receive and deliver perishable goods
Wm. PARLAND, Manager.
Hongkong, 18th November, 1901.

DAVID CORSAIR SON'S
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.
Sole Agents.
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HOTEL PRINZ HEINRICH
AND STRAND HOTEL,
TSINGTAU.

THE Tsingtau Hotel Company is now
erecting a new Bathing Hotel, on the
beach of the Augusta Victoria Bay at Tsingtau.
It will contain 45 suites of rooms, consisting
each of sitting room, verandah, bathroom and
bedroom, lighted throughout by electricity.
Its situation in the immediate proximity of
the beach will make it specially suited for the
residence of ladies and children, while the
surroundings of Tsingtau will contribute to the
pleasure and recreation of all visitors. The
absence of the native element is a striking
feature of Tsingtau, not met with at any other
place in China.
The Hotel will be opened on the 1st of June.
An Omnibus will meet every steamer to carry
passengers and luggage to the Hotel.
Intending Visitors to either the Hotel Prinz
Heinrich or the new Strand Hotel are respect-
fully requested to send in early applications for
rooms to
THE MANAGER,
Hotel Prinz Heinrich, Tsingtau.
Tsingtau, 28th May, 1904.

CARLTON HOUSE.
10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.
Cool Rooms, Elaborately Furnished. Com-
fort of Residents and the Cuisine a specialty.

For terms apply—
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Lessee and Manager.
Hongkong, 2nd July, 1904.

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AND ACCESSORIES.

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GOOD WORK, PROMPT RETURN.

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PHOTO GOODS STORE,

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Hongkong, 21st December, 1903.

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SUMMER UNDERWEAR

SHIRTS. COLLARS. TIES.
STRAW HATS. PITH HELMETS.
RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.

Hongkong, 10th May, 1904.

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Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL."
\$21 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

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Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

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See analysis and certificate by Professor Cassal.

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste

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\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

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CONTRACTS FOR NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANALIAN ASBESTOS and ASBESTOSCELS GOODS kept.

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Hongkong, 1st May, 1904.

ARNHOLD, KARBERG & CO.

LARGE STOCK
OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

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CONFECTIONERY!!!
THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.
MARRONS GLACES, CRYSTALLISED FRUITS,
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PLUM PUDDINGS,
DATES, FIGS, RAISINS, ALMONDS and NUTS.
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STONE GINGER-BEER
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Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Table D'Hôte at separate tables.

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Excellent Cuisine and Wines.
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(HOTEL-SANITARIUM OF SOUTH
CHINA)
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HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong
One steamer (s.s. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
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AND

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HOTELS.

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THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable.

WM. FARMER,

Proprietor.

[a1382]

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are acknowledged by the leading English
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THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

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Only communications relating to the news columns
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Contributors must forward their names and ad-
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All letters for publication should be written on
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No anonymous signed communications that have
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The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 6th JULY, 1904.

AMONGST the great administrators for whom the Victorian age will ever be famed few names stand out more prominently than that of Sir ROBERT HART, in whose hands for upwards of forty years has rested the control of the Foreign Customs of China; and whose good work has built up one of the most splendid and efficient services of the century. Built up from the beginning free from the dangers of what is usually known as politics, the service has been open to all the nations of the earth; and out of such an apparently incongruous mixture, through the single-hearted work of the one man, has been built up a service which for unity of purpose and esprit de corps has seldom been exceeded. As having the largest interests at stake, as well as being the most concerned in the opening up of China, the chief management of affairs naturally fell to an Englishman, but so well has the institution been conducted, and so carefully for many years did Sir ROBERT HART avoid the error of permitting himself to be swayed by merely political considerations, that for many years the Customs service was superior to the efforts of those intriguants, native or foreign, who have at all times found Peking a fertile soil for the exercise of their peculiar arts. Sir ROBERT HART has now attained an age when it is customary for even the most active of intellects to seek rest in retirement, and from time to time appear evidently inspired paragraphs hinting that the wished-for period has arrived, and that the resignation of the Inspector-General may any day be looked forward to. Doubtless in many cases the wish is father to the thought, yet it would be futile to suggest that there is no foundation for these rumours, or that the time has not arrived when it is becoming daily more necessary

to look the prospect in the face. Personally, as we have said, Sir ROBERT HART's administration has been singularly free of international jealousies, and the best man has ever had the chance of promotion offered to him. In one particular, and perhaps only one, has the present holder of the office failed to meet the expectations of those most interested in the personality of the service, and that is a weakness which curiously he has shared with many of the greatest minds in history; he has failed, and the failure is at the moment a serious one, to train up an adequate successor whose appointment would meet with the like universal approval as his own. This absence of political bias is one of the great difficulties that present themselves in the appointment of a successor, as it is essential for the permanence of an office, which itself is one of the strongest guarantees for the continuance of the Empire, that this independence of mere political aims should be the most prominent factor in the appointment of a successor, such an independence as in the present holder has established a record, as an Englishman, for perfect justice and impartiality, not only as between man and man, but between nationality and nationality. Possibly, and the complaint is pretty general amongst Englishmen, his impartiality was so strongly marked, that sooner than have it called in question, it sometimes, when things were equally balanced, contrived to carry his decision just over the dead centre, and gave the advantage to the non-English.

The career of Sir ROBERT HART as Inspector-General may be divided into two great epochs, that before, and that after he had been offered and accepted the post of British Minister in June, 1885. No greater blunder, even in an age so prodigal of blunders, was ever made; and with his acceptance of the office Sir ROBERT HART's career of usefulness may be said to have come to an end. The good administrator and the good politician are seldom combined, and Sir ROBERT was no exception to the rule; as an administrator he stood on the highest level, and might have continued there to the end of his capacity. The British Government, without running counter to the interests of other Powers, were able to support his action; and the consciousness that this support would be forthcoming frequently enabled his recommendations to be carried even when they were opposed by the most reactionary methods of the Chinese obstructives. All this was changed when the Inspector-General unwisely accepted for a time the position of British Minister. It is true that the offer of the post was one extremely flattering to the self-consciousness of anyone, however high his previous position; and had Sir ROBERT HART previously been free of his engagements with the Chinese Government it might have been a wise appointment. As it was, it was evident to anyone intimately acquainted with the workings of the position that its acceptance must lead to endless misunderstandings, and could not be conducive to British interests. As a fact so great was the friction induced that from the very beginning the appointment proved a fiasco, and it became necessary to choose between Sir ROBERT as British Minister and the occupancy of the Inspectorate by a British subject. More unfortunately still, it was subsequently arranged that the Minister, with his wings clipped, and his power for good irrevocably ruined, should go back to his former office of Inspector-General. From that time the Inspector-General was almost forced to convert the office from one of administrator where in simple into a political factor wherein he found himself opposed to all the other Powers, while the British Government for a similar reason were unable to afford him adequate support. This was shown in a curious but instructive manner when, Sir NICHOLAS O'CONNOR having been appointed Minister, an influential intrigue was started amongst all the other Ministers then at Peking, wherein it was suggested, probably without a particle of reason, that the Inspector-General and the British Minister were playing into each other's hands, and so powerful was the pressure brought to bear that the Minister, contrary to all precedent, was at once sent as Ambassador to St. Petersburg. From that time till the outbreak of the Russo-Japan war British influence has steadily declined at Peking, and with British influence also that of the Inspector-General, who gradually, from being the trusted adviser of the Peking Government, sank into the position of being its humble dependent. To such an extent was this carried that in the troubles of the spring of 1900 the Inspector-General, to whom the British Government, clinging

fast to memories of the long ago past, trusted for information of what was going on around him, proved to be the absolutely worst-informed individual in the capital. As the question of Sir ROBERT HART's successor must arise within the immediate future, and as his retirement is openly mooted, we have unwillingly broken our usual reserve. It is true that the operation of recent events has in some slight measure restored the weight of British councils at Peking, by pointing out that on the whole they have been actuated by a greater regard for the interests of the Chinese Government than those false but loud-tongued flatterers who only sought their own aggrandisement, utterly regardless of any higher aim. It is well that the British Government should boldly face the situation; and this the more advisedly that many, if not the majority of the difficulties in China, have been conducted to by its inveterate habit of refusing to look its difficulties in the face.

Only three cases of plague were on yesterday's list.

Plague has broken out at Aden, and the place is under sanitary restrictions.

Mr. Geo. P. Lammert's furniture auction, advertised to take place to-morrow, the 7th inst., has been postponed till Saturday, the 9th inst.

Transvaal mining houses interested in the importation of Chinese labour have purchased the old refugee camp near Durban as a receiving depot for the coolies.

Capt. A. Stewart, of the s.s. *Catherine Apsar*, reported on arrival at Singapore that a Chinese passenger jumped overboard while the vessel was leaving Hongkong, and swam ashore.

Messrs. Dick, Kerr & Co., Ltd., of London, the contractors who have constructed the Hongkong tramways, have got the contract for the Siamese Tramway Co.'s lines and equipment.

Sixty Chinamen in Liverpool and district petitioned the Home Secretary not to reprieve their fellow-countryman, Pong Lung, who was recently sentenced to death for the murder of another Chinaman, Go Hing.

Sir Henry Irving in two years' time will attain his jubilee as a "strolling player," and when this period arrives he intends to retire. This announcement was made by the veteran actor himself at a reception given to him by the Manchester Arts Club last month.

In his annual report on the Straits Police Force for 1902, the Inspector-General states that six secret societies exist in Penang, and that two of them, the Ban An Tye and Pang Leong Hooey, with headquarters in the south of Province Wellesley, have been "active in interfering with the course of justice."

Since the resignation of Mr. Bonner, the former Chief of the Fire Brigade at Manila, there has been considerable dissension in the ranks of the brigade. Matters have been brought to a head by the Acting Chief suspending the Assistant Chief, Mr. Hooey. The nature of the charges has not been disclosed.

Messrs. Levy Hermanos, of Paris, who have but recently opened a branch at Singapore, have just sold an enormous diamond of 112 carats to the Sultan of Deli, Sumatra. It is the celebrated stone known as the "Napoleon" which was recently discovered at the Cape, and it is said to be entirely the largest gem of its kind in this part of the world.

Capt. Johann Bohn, of the *Choiefa*, has died suddenly at Koh Kai. He had gone to bathe in the sea, when he was seized with apoplexy. The quarantine officer did what was possible to save his life, but his efforts were of no avail. The funeral took place in Bangkok, the *Bangkok Times* states. Capt. Bohn was formerly master of the *Flora Chula Chom Klee*, and his death is very deeply regretted by all who knew him.

On the 25th ult. in the Yokohama District Court before Judge Danno judgment was given in the claim for damages brought by Mr. Dhanumal Chellaram against the Hongkong and Shanghai Bank. The plaintiff's claim was dismissed with costs. It will be remembered, says the *Japan Herald*, that the plaintiff claimed damages from the Bank for failure to inform him of the arrival of a certain sum payable to him, by which he was unable to fulfil a contract. The defendants claimed that in telegraphing the money a mistake had been made in the name of the payee, and they had no knowledge that the person meant was plaintiff.

PROPOSED CANTON-MACAO RAILWAY.

A Peking letter states that a Portuguese gentleman is now in the Capital trying to get the permission of the Shanghai and Waiwun to construct a railway between Macao and Canton. "It seems that this gentleman first went to Shanghai and approached H. E. Sheng Kung-pao with the object of making the proposed railway a private one, and a modus vivendi had even been settled upon when it is reported, H. E. Viceroy Tsou Chun-huan of Canton wrote to H. E. Sheng Kung-pao asking the latter to delay signing any agreement concerning the railway. The Portuguese gentleman, therefore, wearied with the delay in getting things settled in Shanghai, went to Peking to work his scheme officially through the Boards of Commerce and Foreign Affairs."—N.C. Daily News.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

EMIGRANT STEAMER FOUNDERS.
GREAT LOSS OF LIFE.

LONDON, 4th July.
The Danish emigrant steamer *Norge* has foundered off Rockall.

Seven hundred and seventy people were drowned.

[Rockall is a reef lying west of the Hebrides. The *Norge* is a vessel of 2,427 tons net. She was built by Messrs. A. Stephen & Sons, of Glasgow, in 1881; her present owners being the Forende Dampskib Selskab. Her port of registry is Copenhagen.—E.B.]

THE TIBET EXPEDITION.

THE FIRST AUDIENCE.

LONDON, 4th July.
The first audience with the delegates has been held at Gyantse.

The position is uncertain.

[Gyantse is situated about 105 miles S.W. by W. of Lhasa. On the 28th ult. the Tibetans strongly opposed the advance of the expedition, and suffered heavy losses in consequence. Our London correspondent on the 2nd inst. cabled that the delegates had arrived at Gyantse.—E.B.]

SOMALILAND.

THE MULLAH ACTIVE.

LONDON, 4th July.
The Mullah is at present very active.

He has 6,000 men at his disposal.

[Little news of any importance has come from Somaliland since the capture of Illig, situated on the coast, at the end of April. On that occasion the British loss was slight, whereas the dervishes lost heavily.—E.B.]

THE GRECO-ROMAN WRESTLING CHAMPIONSHIP.

LONDON, 4th July.
Hackenschmidt, the famous Russian wrestler, beat Tom Jenkins, an American wrestler, in the Greco-Roman Wrestling Championship contest.

[Jenkins, 30 years of age, is of British descent. Until reaching his twenty-first year he worked in a cooling mill at Cleveland, Ohio. Here his powerful physique and prowess in wrestling attracted the notice of an English sportsman. His triumphs include a victory over the once great English wrestler Tom Cannon, and victories over "Buildog" Clayton, Tom McInerney, Jack Carkeek, Charles Green, and John Fleming of America. The last-named has himself emerged successfully from two contests with Lurich. Hali Adali, admitted to be one of the finest wrestlers in the world, is another exponent of the art who has met Jenkins. They wrestled for three hours and forty minutes to a draw. Jenkins recently met and defeated the great Scottish champion, A. Munro. The appearance of Jenkins is deceptive. In breadth, stature, and development generally, he does not compare with the great Russian. The result of the contest is likely to have caused considerable disappointment in England and America, as a good deal of confidence was felt in Jenkins. The Championship contest was arranged to take place at Albert Hall.—E.B.]

[REUTER'S SERVICE.]

THE TIBET EXPEDITION.

LONDON, 3rd July.
The Tibetans are opening negotiations with the British Mission.

SINGAPORE AND THE CROWN AGENTS.

The Colonial Secretary, replying to a question addressed to him last month, said—
The negotiations between the delegates from Johore and the Colonial Office as to the terms of the Convention under which the Federated Malay States desire to construct the railway through Johore to connect up with Singapore are proceeding. It is hoped that the remaining differences which at present divide the two parties may be surmounted. The official representatives of the Government of Johore are displaying a liberal and broad-minded attitude and it only remains for Colonial Office negotiations to meet half-way, to bring affairs to an early conclusion satisfactory to both parties. The question whether materials, machinery, etc., which have to be supplied from this country shall be purchased in the open market or through the Crown Agents remains among a few others still an obstacle to an amicable settlement.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—
On the 5th at 11.45 a.m. The barometer has fallen at nearly all stations, but more particularly in the neighbourhood of the Mico Sima Group.
The depression mentioned as eastward of Formosa yesterday is a typhoon moving apparently to the N.N.E. Moderate S.W. winds will prevail in the Formosa Channel, and light S.E. winds in the northern part of the China Sea. Forecast—Light E. winds, fine.

THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

RUSSIANS ATTEMPT TO RETAKE MOTIENLING.

Tokyo, 5th July, 3.45 p.m.

General Kuroki reports that under a thick fog at dawn on the 4th instant, two battalions of the Russian infantry attacked our outposts at Motienling, trying three times to take it by assault. After severe hand-to-hand fighting our outposts repulsed the enemy, and pursued them 4 miles west.

Our side had 15 killed and 39 wounded, including one officer. The enemy left on the field 30 dead and 50 wounded.

[REUTER'S SERVICE.]

RUSSIAN REPORTS.

THE JAPANESE REPORTED TO BE RETIRING.

LONDON, 3rd July.

General Kuropatkin reports that the Japanese force have ceased to advance everywhere except from Senyucheng. They are retiring in the Eastward from the region North of Fenghuangcheng.

St. Petersburg newspaper telegrams from Liaoyang state that the Russians are taking the offensive and re-occupied the Taling pass. The correspondent of the *Bowen Gazette* says that Motien pass and Fengshui pass have also been re-occupied, and that Mischenko's Cossacks have annihilated a Japanese brigade at Sinyen. On the Tashichiao road the Japanese are retiring from all their positions.

The escape of the Vladivostok squadron was due to the darkness and the fog. Admiral Kamimura at nightfall approached the squadron to within a distance of 5 miles between Ikishima and Tsuchima. The Russians shelled the pursuing torpedoers and, suddenly extinguishing their lights, disappeared in the darkness.

THE TRANSPORT DISASTER.

OFFICERS KILLED AND SAVED.

The *Asahi* observes that there now seems little reason to doubt that Captain John Campbell, master of the *Hitchi Maru*, met his death when disaster overtook the transport. This being generally accepted, the Government is now making investigations with a view to decorating him for his services and granting a pension to his family, as in the case of a Japanese officer under similar circumstances. The same names are being taken with regard to Mr. Glass, the Chief Engineer of the *Hitchi*, and other foreign officers. Mr. Hayashi Asataro, of the *Moji* branch of the N. Y. K., who has been making inquiries into the fate of the crews of the *Idzumi*, *Hitchi*, and *Sado*, reports to Mr. Yatsui, manager of the N. Y. K. at Kobe, that the total of the crews of the three steamers who were saved and brought to Moji is 117, being 16 from the *Hitchi*, and 102 from the *Sado* including the third officer. From these men it is learned that Captain Campbell, who was on the bridge when the Russians approached, had his right foot completely shot away. He was seen sitting on a chair near his cabin for a time, afterwards. Some say he threw himself overboard, but the crew saw little of him after he was shot. Mr. Glass, the Chief Engineer, was seen lying in the passage between his cabin and the engine-room, also wounded by a projectile. Mr. Bishop, the Second Engineer, was working in very high spirits up to the last. It is stated he once jumped into the water, but clambered on board again, helped to lower a boat, and left with thirty or forty men, he being at the helm. Two or three of the men in the boat were swept away by a shot and the rest jumped overboard. Mr. Bishop was seen swimming and clinging to an oar. It is supposed he is among the drowned. Captain Anderson, of the *Sado*, Mr. Kerr, Chief Engineer, Mr. Dring, Chief Officer, and Messrs. Yashiko and Kawata, purser and clerk, were picked up by a Russian boat and taken on board one of the warships. Mr. Carmichael, Second Engineer, and a few seamen and stokers, rowed to a warship. Captain Higg, Chief Engineer Kuba, Purser Yoshida, and all the other members of the crew of the *Idzumi* who were not killed, may have been taken on board one of the Russian ships. The boatswain and 14 men were killed by the first firing at the *Idzumi*.—Kobe Chronicle.

FARNHAM, BOYD & CO'S DIVIDEND.

Messrs. Vernon and Smyth, sharebrokers, write—Our Shanghai agents wire us to-day (July 5th) that Messrs. S. C. Farnham, Boyd and Co. have declared a final dividend of 7 per cent, making in all 12 per cent. or Tls. 12 per share for the year ending 30th April, 1904, as against 15 per cent. paid for the previous year's working. A sum of Tls. 50,000 is carried to reserve, bringing that fund up to Tls. 900,000, and Tls. 45,000 are carried forward to the new account.

CORRESPONDENCE.

NORMAN McLEOD AND THE JEWISH ORIGIN OF THE JAPANESE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your interesting editorial of Thursday, June 30th, regarding the Hebrew origin of the Japanese, as propounded by Norman McLeod, in his curious little book *Epitome of the Ancient History of Japan*, I have read with genuine pleasure, as it awakened many far-back memories.

The small paper-bound *Epitome*, printed in the office of the *Rising Sun* newspaper at Nagasaki, was not the only book that McLeod produced on the subject. About 1878, he published an *Album*, containing some fifty or sixty copper-plate pictures, illustrating various Jewish ethnological qualities of the "descendants of Jinnu Tenno," and many of the domestic customs and utensils, common to the early Jews and the ancient Japanese, were more or less accurately depicted. There were, also, a few pages of introductory matter, in which a deal of interesting comparative folklore, of the two peoples, was spread out in McLeod's quaint and rambling fashion. The book was bound in flexible green cloth, stitched through from cover to cover, outside, after the manner of Japanese book-binding; it was for sale on the counter of Kelly and Walsh, in Yokohama, but McLeod was principally his own salesman; and I believe that the *Album* was first issued to subscribers. The engraving of the plates was the work of a Japanese artist, who had become deeply engrossed in the subject of the Jewish origin of his countrymen, and he was devoted to McLeod and his theory.

I was well acquainted with McLeod, in Japan, some twenty-seven years ago, and had considerable intercourse and correspondence with him. I still possess a few of his letters, mostly written with red ink. He was an enthusiast on the subject of the Jewish descent of the Japanese, and had travelled far and wide over the Rising Sun-land, pencil and note-book in hand, making rough drawings and memoranda of everything that suggested any connection with the subject of his theory; and, at the time I knew him, he had amassed a great amount of curious information, relating to the social and domestic life of the ancient Japanese, about which he could talk interestingly for hours. But that contemplated work of twelve volumes, in which he promised a "detailed account of the origin of the Japanese, with a description of their Jewish belongings," was never published; and he would not listen to my suggestion, of the compression and systematizing of his accumulated material, for publication in one volume. His ambition was to throw the great work of old Kaempfer into the shade.

McLeod, as his name implies, and as you say, was a Scot, with his broad speech only partially tamed; he was then, I think, nearing the half century mark in life; wore a full heavy red-brown beard; and his nervous, restless temperament was clearly manifested in his features and manner. I cannot recall that he was a missionary; certainly he was not attached to any mission while I knew him, except the one of his own peculiar making; and I have an idea that he had served in the British army, either in India or Australia. I have an impression that he was married to a Japanese lady; but in this I may be mistaken.

I became acquainted with McLeod through the late John Reddie Black, a journalist of ability, who had passed several years in Australia and India, at one time the editor of the old *Shanghai Courier*, the author of a work entitled *Young Japan*, and a remarkable figure in the foreign community of Japan, upwards of thirty years ago.—Yours faithfully,

THOMAS GIBBONS.

U.S.S. Helena,
Canton, 2nd July, 1904.

THE BISHOP OF MACAO.

PASTORAL VISIT TO SINGAPORE.

Yesterday His Lordship D. João Paulino d'Azevedo e Castro, the Bishop of Macao, journeyed down to Hongkong by the Hongkong, Canton and Macao Steamboat Company's s.s. *Heungshan en route* for Singapore and Malacca on a month's pastoral visit. His Lordship was accompanied to the Macao wharf by all the leading officials, including His Excellency the Governor, Sr. de Quinziz Montenegro; Sr. Alfredo Lello, Colonial Secretary; Sr. Alves Branco, Harbour Master; Sr. Graedias, Captain Superintendent of Police; the Captain and Officers of the gunboat *Dia*; Major Santa Anna, Inspector of the Military Forces; Inspector da Fuzenda, and the Attorney-General. The students of St. Joseph's College to the number of about eighty also went aboard the *Heungshan* and paid their obeisances to the party and kissed the Bishop's hand before the steamer left. Those who accompany his Lordship to Singapore are Father A. Gomes, Father Nunes, Father Arkwright, and Sr. João Lima; while there accompanied him as far as Hongkong O. Sr. Deão Illydeo de Gouveia, Father Manuel M. Alves, and Sr. Bragança. His Lordship will leave for Singapore by the German mail steamer the *Seyllite* to-day. The ceremony of bidding *au revoir* to the reverend prelate at the Macao wharf was most impressive, and all the gubernatorial party were dressed in full-dress uniforms and medals. At Hongkong the Bishop and his suite were met by several reverend Fathers on the pier and escorted to the house of His Lordship Bishop Piazzoli. On the voyage down the comfort of the party was well looked after by the captain and chief officer of the *Heungshan*. Last night the members of the Catholic Union met at their Club-house in Glenely to welcome his Lordship and bid him God-speed on his voyage.

POLICE COURT.

Tuesday, 5th July.

BEFORE MR. H. H. J. GOMPERTZ (Acting Police Magistrate).

AN UNRULY MALAY.

A Malay quartermaster of the Douglas s.s. *Holman* charged the 1st and 2nd mates with assault, and the 1st mate cross-summoned the Malay for refusing duty and absence without leave.

The 1st mate admitted the assault, but said he received provocation.

The Malay gave evidence that at 7.30 a.m. on the 1st inst., while the *Holman* was in dock at Kowloon, he was called by the 1st mate to go on duty. His watch, however, really commenced at 8 o'clock, and he told the 1st mate so. The 1st mate thereupon dragged him out on deck with the assistance of the second mate, who caught him by the neck. The 1st mate struck him with his fist on the head, and his singlet was torn. He had no marks to show, but there was a pain in his head.

In the cross-examination the 1st mate gave evidence that the Malay refused to go on duty. He was so annoyed that he struck him once and brought him before the captain, who ordered the man to go on duty.

The defendant then left the ship without leave and that was the last he saw of him till he received the summons.

Mr. GomPERTZ fined the Malay \$5, discharged the 2nd mate, and fined the 1st mate \$5, the Magistrate remarking that it was wrong of the mate to have assaulted the man; he should have charged him.

FALSE PRETENCES.

An American named Hartman was charged with obtaining \$30 from a Chinaman by false pretences and the case was remanded. Hartman, it will be remembered, was on Monday charged with obtaining money by false pretences from the International Bank. On that occasion Mr. GomPERTZ deferred sentence, it being understood that other charges were to be made against the defendant.

A GARDENER SET UPON.

The Gardener of the *Parson Cemetery*, a Chinaman, charged two men with assault. Six men, two of whom he recognised, set upon him, beat him, and then ran away. The defendants were fined \$15 or six weeks' imprisonment.

CHINESE YOUTH IN TROUBLE.

A Chinese youth was fined \$2 or four days' imprisonment for drunkenness.

BOY TO BE BIRCHED.

A boy of 16 years who stole a lamp from a heap of furniture placed in the street at Bonham Strand while a house was being washed was sentenced to receive 20 strokes.

A NEW TERRITORY CASE.

A man was charged with gambling at the game of *Putney* at Tsimshui New Territory. He was fined \$5 or 14 days' imprisonment and \$10 found on his person was forfeited.

WHAT A POLICEMAN HEARD.

An aerated-water shop-keeper sent a coolie to Wanchai to get some empty bottles, and when returning the coolie was overheard by a policeman bargaining with a marine hawker for the sale of three of the bottles. Both the shopkeeper and the coolie were sentenced to seven days' imprisonment and six hours' stocks.

KIDNAPPING.

A man and woman were charged with kidnapping a girl, 14 years of age, from her guardian. They induced her to leave her home by saying they would get a husband for her in the country, and then she would not have to work. The defendants were arrested when about to embark with the girl on a river steamer. They were sentenced to one year's imprisonment each.

BEFORE MR. J. H. KEMP (Second Police Magistrate).

ARRIVING AFTER DARK.

The captain of the s.s. *Richmond Castle* was summoned by P. Sargent Clark for arriving at Hongkong after 9 p.m. on the 3rd inst. from Amoy, an infected port. The defendant admitted the charge, but said he was not acquainted with the regulation. He took his ship at once to the quarantine anchorage when informed about the matter.

Mr. Kemp accepted the explanation and imposed the nominal fine of \$1.

REMOVING A PLAQUE CASE.

A ricksha coolie and another Chinaman were charged with removing a man suffering from plague. An Indian P.S. saw the man being taken along Queen's Road West at 5 o'clock in the morning. The sick man was straddled on the shoulders of the second defendant, who was sitting in a ricksha. The ricksha coolie was discharged, and the other man was fined \$30 or three weeks' imprisonment.

LORD MILNER AND IMPERIALISM.

Lord Milner, speaking at a meeting of the Navy League held at Johannesburg, declared that he was more than an Englishman. "I am an Imperialist," he said, "and am prepared to see a federal council sitting in Ottawa, Sydney, or in South Africa, provided that in future the British people hold together." Not only on account of the great achievements and traditions of the Navy, but also on account of its importance as a political instrument in bringing about an organised union of the scattered British race he declared himself a Navy enthusiast. Colonial contributions to the cost of the maintenance of the British Navy were steps in the direction of Imperial federation, and he sincerely trusted that when the Transvaal had self-government it would come forward with a large contribution, and would demand a voice in the control of the Navy. He wanted all parts of the Empire to contribute to the Navy so as to make it a Navy of the Empire.

MARINE COURT.

Tuesday, 5th July.

BEFORE HON. CAPT. L. BARNES LAWRENCE, R.N. (MARINE MAGISTRATE).

AN ENQUIRY.

It will be remembered that Mr. Leung Kam, owner of the launch *Lee Sang*, a few days ago caused an enquiry to be held into alleged negligent navigation by the master of the launch *Cheong Lee*. He stated that at 1 p.m. on the 24th ult. it was reported to him by the coxswain of his launch that the defendant nearly caused a collision with his boat owing to negligent navigation. The coxswain of the *Lee Sang* gave evidence that as he was proceeding from Hongkong to Yauwatt he observed the defendant's boat on his port quarter. The other launch was going faster than his, and shortly afterwards it crossed and touched his bow in doing so. The witness stopped his engines, and no harm was done. The coxswain of the *Cheong Lee* said that his launch was proceeding from Hongkong to Yauwatt at the time in question. He did not see the other launch at first, as he was in the cabin having "chow." He came on deck when the collision occurred. He had been unable to find the steersman, who was a certificated coxswain belonging to his crew. The case was adjourned to see if the steersman could be found.

The case was resumed to-day (5th inst.) when the man acting as coxswain was not produced. Capt. Barnes-Lawrence therefore held that the previous defendant was to blame, having been in charge of the launch at the time, and he suspended his certificate for one month.

NAVAL NOTES.

U.S.N.C. "JUSTIN."

The United States Navy Collier *Justin* arrived from Cavite, P.I., yesterday with 3,000 tons of coal for the U.S. squadron. She has a 6-pounder gun and small arms aboard.

PRETTY ILLUMINATIONS.

The "Glorious Fourth" illuminations on one of the U.S. destroyers anchored at Yauwatt Bay are worthy of remark. The vessel was completely outlined, the four funnels and the masts included, with a streak of light from stem to stern. The result was a weird picture of dazzling brilliance.

OIL FUEL FOR WARSHIPS.

The announcement that the torpedo-boat destroyer *Spyglass* has been passed into the Portsmouth Fleet Reserve, after satisfactorily undergoing her power trials, is highly significant. It virtually means that liquid fuel has now reached the practicable and reliable stage of development for naval purposes, for this is the first warship to be fitted solely for the consumption of oil. The difficulty of excessive smoke has been overcome, and a combination of the turbine and liquid fuel is now the progressive engineer's dream of a perfect form of motive power.

GERMAN TRADE SYNDICATES.

In his recently published report on the trade of Germany, Mr. Schwabach, H. M. Consul-General at Berlin, gives interesting particulars as to the leading trade combinations in that country. The continuation of the cartels and particularly the formation of the German Steel Syndicate, are of the utmost importance to enable the German iron industry to compete in the world's market. By means of this syndicate a general organisation of the iron industry has been created, which is distinguished from previous organisations in this industry by the fact that it will extend its operations to the export as well as to the home trade. Since the removal of the coal syndicate for the next 12 years—until the end of 1915—is secured (although some differences remain to be settled), the syndication of the iron industry will form a second powerful association of an entire province of production, and German industry will undoubtedly experience a reinforcement of its position in the world's market, notwithstanding the undeniable deficiencies connected with these syndicates. The formation of the steel syndicate met with greater difficulties than could have been anticipated six months ago. Nevertheless, on 29th February, 1904, the foundation of the steel syndicate was accomplished on lines differing but slightly from those originally contemplated. In the electric industry further progress has been made in the consolidation of interests, which, in the beginning of 1903, led to mutual operations between Siemens and Halske and the Schuckert Works on the one hand, and on the other hand between the General Electric Company and the Union Electric Company. A syndicate has been formed for another branch of the electric industry—the manufacture of incandescent lamps—comprising Germany and Austria-Hungary, in order to abolish over-production and the consequent depression in prices. In the cement industry, which has been in a most precarious condition for years, in consequence of over-production and unnecessary competition, no permanent or extensive agreement has so far been effected, notwithstanding the end of the year it was possible to arrive at understanding between at least some of the cement works in the Rhenish-Westphalian district, which in turn are striving to effect a conjunction with South German and other North German groups so that the keen competition from which this industry has suffered since 1900 may be expected to give way to a steadier development and greater profitability, provided the parties concerned are persistent in their endeavours to bring about a community of interests. The negotiations as to the removal of the potash syndicate, which terminates at the end of 1904, have so far not been brought to a satisfactory conclusion. A strict organisation with greater power for the administration of the syndicate over the several members is sought to be achieved.

THE CHINESE "COSSACKS."

CHUNGCHUS AND RUSSIANS.

At the outbreak of the present war, it was admitted generally by military critics that the weakest point in the Japanese land forces would be the cavalry, and that therefore the dreaded Cossacks would have much their own way when brought face to face with the foe. But, unless the Chinese Government is able to ensure the neutrality of its people, the Chinese "Cossacks," those organised bands of mounted robbers in Manchuria, to whom the Russians have given the name of Chungchus, may cause the Russians a great deal of further trouble. These Chungchus correspond with those Russian outlaws and freebooters who, from the 13th to the 17th centuries, passed eastwards, and lived by plundering the great trading caravans that travelled along the great rivers, Dnieper, Don, and Volga. Those pioneers of Russia's present dominion over Northern Asia were known by a name of Eastern-Asian origin; they were called "Kasak," that is, "mounted robber," and to-day the word is "Cossack." The most famous Cossack was the hero Yermak, whose name lives still in the people's songs. So notorious for their evil deeds became the Cossacks of the Volga towards the end of the 16th century, that Ivan the Terrible scattered them once for all and drove them into Asia. By so doing that Tsar of infamous memory unwittingly took the first step in the direction of founding a Russian Empire in Asia, for these expelled Volga Cossacks overthrew the Tartars in the region now known as Siberia. The descendants of those Cossack freebooters are known to-day as the Trans-Baikal, Amur, and Ussuri Cossacks; they are armed settlers ready to take the field at a moment's notice. Their present task is that of guarding the Manchurian Railway. Strange to say, the people who have given them the most trouble are their Chinese counterparts, the Chungchus.

Among the first Chinese settlers in Manchuria were very many criminals and outlaws of the worst type, who, making common cause with similar desperadoes among the Manchus, formed themselves into robber bands, which were leagued together under the common name of the "Hunhuizhe" or "Redbeards." The distinguishing signs of these united bands is a red flag bearing the one word "Revenge." In the activity and daring of the Chungchus the Cossacks of bygone centuries seem to live again. In fact, they are a power with which Russia has had to reckon and will have to reckon. The horses of the Chungchus are famous for their speed and endurance, and the Russian mounted Cossack is easily overtaken by the "Redbeards." During the building of the Manchurian Railway the Chungchus plundered the Russians right and left; they swooped down on the Cossack outposts, and plundered the neighbouring villages.

But these "Chinese Cossacks" knew their business well. In the efforts of the northern slopes of the Shan-shan Mountains, on the Upper Yangtze, is the chief hiding-place of the Chungchus. Here ruled in 1900 a certain Haidoung, who was known to the Russian and Chinese frontier officials as a great hater of all foreigners and the protector of all robbers and criminals. Yet his influence was so far-reaching that one of his relations who lived at Giren played the part of his diplomatic representative in dealing with the local Governor. At last a Russian expedition under General Fock overthrew Haidoung early in November, 1900. Then the Chungchus opened an "insurance office" at Newchwang and levied a tax from those traders who wished to do business in the interior of Manchuria. Every trader who was secured thus from being plundered was presented with a flag, which he carried on the front of his vehicle. The most feared robber leader of to-day is Tuleusan, whom a Russian expedition has been trying in vain to catch for the last year. Tuleusan hates the Russians, and for two years he has done everything possible to cause them trouble.

So far he has led a charmed life. Thus, when the Russians began to hunt him down, Tuleusan was near Mukden at the head of 600 men, well trained and on good horses. A Russian officer was sent out to surround him, but Tuleusan escaped between the Russians' right wing and the Liao River. Then a flying column was sent to catch him in the village of Syakhontu. After a skirmish, in which he lost 25 men, many horses, and much ammunition, Tuleusan and most of his followers escaped across some marshy ground over which the Russian soldiers could not follow them. After this reverse, Tuleusan fled into Mongolia; however, last October, he appeared with a new troop of 500 men in Apshanchun, on the Eastern China Railway, between the Rivers Tunzike, Kunkhuy, and Liao. Here Tuleusan was joined by the famous Russian renegade Fulinoyev, a fugitive from the penal colony of Sakhalin, and who was in command of 500 well-mounted robbers. On hearing of this alliance, the Russians sent two companies of infantry, one troop of horse, and four guns, under Captain Trotski, to surround the robbers and to prevent their fleeing into Mongolia. Although the Russians thought that they were gunning all the robbers on the Liao, yet Tuleusan and his followers found an unguarded ford; they crossed it and withdrew into Mongolia with the Russian troops on their heels. The Russians overtook the robbers in a small village, where, according to a Russian report, a terrible battle took place. For 172 robbers were killed, 200 were wounded, and they lost 250 horses and a great many arms. Fulinoyev was killed, but Tuleusan escaped again with 900 men. As at that moment relations between Russia and Japan became strained, this Russian punitive expedition was recalled. If Japan keeps the command of the sea, Russia has only one means of transporting food and ammunition for her troops in Manchuria; and this is Russia is dependent upon the Siberian and Manchurian railway. Of course, this weak spot in Russia's conduct of the war is known to the Chinese Cossacks; it is more than likely that the latter will side with Japan, and should that be the case, the activity of these robber bands may be of some importance in deciding the fortunes of war.—A correspondent in the *Globe*.

RECORD CHEQUES.

It has been stated that the cheque for £28,000,000 sterling drawn by the United States Government as the purchase price of the Panama Canal creates a record in history of banking. As a matter of fact, however, says the *Globe*, it stands only third on the list of colossal cheques. In this matter the Yankee does not lack creation, and the records for the biggest single payments both stand to the credit of the oldest and most retrograde of States. China paid the first instalment of her war indemnity to Japan by a cheque for the curiously exact amount of £3,225,000 ls. 10d. It was drawn on the Bank of England, and was the largest cheque ever paid by that or any other banking institution. Three years later, in paying the balance of the indemnity, China beat her own record by presenting Japan with a cheque for the stupendous sum of £11,008,875. 16s. 9d., representing nearly a third of the value of all the bullion in the Bank's Issue Department.

After these huge drafts comes the United States Treasury's cheque for £8,000,000. In strictly commercial and not international transactions, the biggest private cheque ever drawn and cashed was the one signed after the amalgamation of the diamond mines at Kimberley in 1889. To end the competition and obtain a monopoly in the diamond mining industry of South Africa, De Beers Consolidated Mines purchased the property of the Kimberley Central Company, and in payment handed over a cheque for £5,338,550. A better conception of the enormous value of this cheque follows when it is considered that at the interest of 3 per cent, the sum would yield a perpetual income of over £160,000 a year. Last year, J. P. Morgan and Co. passed a cheque for £4,620,000 through the New York Clearing House, but this was not the biggest single payment in the commercial history of America. In February, 1901, a cheque was drawn for £4,781,754 2s. 8d. by J. P. Morgan and Co. in connection with the disposal of Mr. Carnegie's holdings. A few years ago, the Great Indian Peninsula Railway Company drew a cheque on the London and County Bank for £1,250,000. At the Clearing House cheques for similar and even larger amounts are occasionally seen in the ordinary way of business; one for £3,000,000 sterling was recently drawn on a private bank and paid into the Bank of England. Cheques for less than a million and more than a hundred thousand pounds are comparatively common. One of the largest cheques drawn by a man in his private capacity was that for £200,000, which Lord Masham signed in purchasing an estate. In the way of trade, advertisements have familiarised the public with cheques for sums extending to six figures in payment of the Customs duty on tea or tobacco. A few years ago a Bristol firm paid a quarter of a million sterling for tobacco duty in one week, by means of two cheques for £150,000 and £100,000. For formal use in its transactions with the Government, the Bank of England specially printed and uses a banknote for £1,000,000. In contrast with these huge payments there is the smallest cheque ever drawn. In paying the salary of President Cleveland, the United States Treasury discovered a discrepancy of one cent in his favour, and accordingly presented him with a cheque for this missing halfpenny.

The cheque-book, and the feast of the old magician's spell, pale beside the scroll of a pen which converts a scrap of paper into gold and all that gold means. This is true romance, but a certain amount of technique is also involved. It has been judicially laid down that a cheque need not be dated. It is then payable on demand, because no time is stated for payment. Nor is a cheque invalid by being ante-dated, post-dated or dated on a Sunday. The general idea that a cheque is a kind of banknote and may be cashed at leisure is at variance with the pronunciation of law. A banker will refuse to cash a cheque six months old, on the ground that it is stale or out of date. By retaining a cheque for some time before presentation, the holder runs the risk of the failure of the bank, and in that case he could not recover the money from the drawer of the cheque; he would rank merely as one of the bank's creditors. A cheque must be presented within "a reasonable time," and this has been defined as extending to two days after date or receipt, or if the cheque is received after banking hours, until the third day. To obtain a cheque longer has been judicially branded as culpable negligence. The payee named in the cheque may be a fictitious or non-existent person; in this case, the money must be paid to the bearer. If, for instance, you pick up in the street a cheque made out to "Old Fool" or "The Great Panjandrum," you have merely to endorse it to secure payment. Recently, at a suburban branch bank, a young bride presented a cheque payable to the "Sweetest of the Sweet." The puzzled cashier asked the bearer, "Who is the 'Sweetest of the Sweet'?" "I am," replied the lady, and being told to endorse it accordingly, the money was paid over, and the cheque duly figured on the credit side of her husband's pass-book.

Major-General Wade, who is to be succeeded in his Philippine command by General Corbin about November 1, has received word from Washington that on his return to the United States he will have command of the Atlantic division, his headquarters being at Governor's Island, New York harbour. The Atlantic division comprises the department of the east and the department of the Gulf.

BEWARE of the party offering Imitations of Macniven & Cameron's Pens "They come as a boon and a blessing to men, The Pickwick, the Owl, and the Waverley Pen." Sold at all Stations. MACNIVEN & CAMERON, LTD., Waverley Works, Edinburgh.

KODAKS! KODAKS!! KODAKS!!!

AND
PHOTO GOODS OF EVERY DESCRIPTION.
We have an Establishment solely devoted to
DEVELOPING AND PRINTING
for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,
17A, QUEEN'S ROAD CENTRAL
(Few Doors East of Hongkong Hotel)
Hongkong, 10th March, 1904.

NERNST
NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
— AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
EDM. JOHANNSEN OR SIEMSEN & CO.

SHIPPING NOTES.
WEATHER AT SEA.

The *Vega* and *Lachia* experienced fine weather on their passages from Singapore.
The *Yangtze* and *Narburg* report fine weather on their passages from Foochow to Hongkong. The *Yangtze* experienced moderate N.W. breeze in the Formosa Channel.
The *Tak Sang*, and *Kohachang*, from Bangkok, report moderate to fresh monsoon with moderate sea to the Paracels, thence to port light Ely winds and smooth sea.
The *Yuen Sang* and *Badenia*, from Manila, report fine weather.
The *Foo Shing*, from Moji, reports fine weather. She experienced light southerly winds.
The *Wo Sang*, from Chefoo, reports S.W. wind and foggy.
The *Hui Ching*, from Kwangchow and Miao, reports fine weather.
The *Kowloon* experienced light breezes and fair weather on her passage from Chinkiang. The *Prinsesse Marie* had a fine passage from Shanghai.

MISCELLANEOUS.
The Italian steamer *Vega* arrived from Genoa yesterday with 3,600 tons of coal.
The *Tak Sang* arrived from Bangkok yesterday with 1,800 tons of rice.
The *Foo Shing* arrived from Moji yesterday with 3,200 tons of coal for Messrs. Jardine, Matheson & Co.

NEW SHOALS IN THE CHINA SEA.
Commander C. E. Monro, H. M. S. *Rambler*, reports the existence of a shoal patch in the approach to Amoy Harbour, with Chapel Island bearing S. & P. 6.1 miles, and Chin Ha point (S.E. point) N. 87 W. 4.6 miles. The least water at present obtained is 34 fathoms at Low Water Springs. A further examination will be made. There is also a shoal of small extent with Quomoey Pyramid bearing N. 17 E. 6.03 miles, and Taitan Lighthouse bearing N. 47 W. This shoal has 4.75 fathoms at Low Water Springs.

HAMBURG TO HONGKONG.
The captain of the German mail steamer *Prinz Regent Luwigold*, which arrived with the outward mail yesterday, describes his voyage from Hamburg to Hongkong as follows:—We experienced fine warm weather and quiet seas in the Mediterranean, two days strong monsoon between Aden and Colombo, very hot though between the latter port and Hongkong. The steamer brought 147 bags of mail and 620 tons of general cargo for Hongkong.

LOCAL FREIGHTS.
The local freight market is very depressed. Various causes have brought about the present state of affairs. There is not much rice for exportation at Bangkok, while slackness of demand for tonnage between Hongkong and Saigon may be partly attributed to a general dullness of business, speculators holding tight. There seems to be practically no demand in the Philippines for rice, while Java apparently has supplied her wants in this direction to a great extent from Rangoon. Very little bean cargo is coming from Newchwang, owing to the war; and merchants, it would seem, have overstocked themselves with Japan and other coal. The following are the present quotations:—Saigon to Hongkong 13 cents per picul for medium sized carriers; to the Philippines 28 cents nominal; to the N. coast Java 30 cents last, but there is no further demand for prompt loading. From Saigon to Japan there is no enquiry. There is very little cargo offering from Bangkok to Hongkong, the rate being 24-25. Newchwang to Canton 27 cents per picul last. Moji to Hongkong with coal, \$1.30 per ton; to Singapore from \$1.40 to \$1.50.

TRADE MARK.
TELEPHONE No. 135.
HAVE YOU TRIED
"YEBISU"
THE FAMOUS BEER OF JAPAN.

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION
\$16.00 PER CASE OF 8 DOZEN PINTS.
SOLE AGENTS
H. PRICE & CO.
12, QUEEN'S ROAD CENTRAL

BEWARE of the party offering Imitations of Macniven & Cameron's Pens "They come as a boon and a blessing to men, The Pickwick, the Owl, and the Waverley Pen." Sold at all Stations. MACNIVEN & CAMERON, LTD., Waverley Works, Edinburgh.

BABY'S FUTURE

Something for Mothers
to Think About

Lives of Suffering and
Sorrow Averted

And Happiness and Prosperity
Assured by

Cuticura Soap, Ointment and Pills
When All Else Fails.

Every child born into the world with an inherited or early developed tendency to distressing, disfiguring humours of the skin, scalp and blood, becomes an object of the most tender solicitude, not only because of its suffering, but because of the dreadful fear that the disfigurement is to be lifelong and mar its future happiness and prosperity. Hence, it becomes the duty of mothers of such afflicted children to acquaint themselves with the best, the purest and most effective treatment available, viz., The Cuticura Treatment. Warm baths with Cuticura Soap, to cleanse the skin and scalp of crusts and scales, gentle applications of Cuticura Ointment, to allay itching, irritation and inflammation, and soothe and heal, and mild doses of Cuticura Resolvent, to cool the blood in the severer cases, are all that can be desired for the speedy relief and permanent cure of skin troubles of infants and children, and the comfort of worn-out parents. Millions of women use Cuticura Soap, assisted by Cuticura Ointment, for preserving, purifying and beautifying the skin, scalp, hair and hands, for removing all irritations and weaknesses, and for many sanative, antiseptic purposes which readily suggest themselves. Cuticura Resolvent, liquid and solid forms of Cuticura Soap, Cuticura Ointment, and Cuticura Pills are sold throughout the world. Depot for the East, 15, Cross Street, Singapore. Sole Agents, J. W. Kew, 15, Cross Street, Singapore. (See last page for full particulars.)

[61-3]

DR. NEWELL WILSON, L.B. WILLIAM DANIEL

DENTISTS

Latest American Methods.
Reasonable Fees.
No charge for examinations.
Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL
(First Floor, Watkin's Building).
Hongkong 18th, February 9410

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN.
37, DES VŒUX ROAD CENTRAL, HONGKONG
Graduated from the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [64]

S. IEN TING.

SURGEON DENTIST,
No. 10, L'AGUELLAR STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, Manager,
1st Floor, 37, Connaught Road,
Hongkong, 13th June, 1903. [1473]

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE BRUT AND DRY
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.

Hongkong, 18th May, 1903. 1264

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTON'S, KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash. Hongkong, 22nd December, 1903.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PAGES. Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS
JUST UNPACKED.

A CONSIGNMENT OF FRESH PRODUCTIONS from Messrs. Croose and Blackwell's and Phillips and Connors's.

Also Messrs. Huntley and Palmer's Varied Assortment of BISCUITS and CAKES.

And Cadbury's Best Assorted CHOCOLATE SWEETS.

Inspection Earnestly Solicited.

H. RUTONJEE,
No. 5, D'Aguiar Street,
or
36 to 38, Elgin Road, Kowloon.
Hongkong, 6th July, 1904.

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the COMPANY'S OFFICES, Alexandra Buildings, Des Voeux Road, on THURSDAY, 14th day of JULY, 1904, at Noon, for the purpose of receiving the Report of the General Managers together with a statement of accounts for the year ending 30th April, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from 10th to the 25th JULY (inclusive).

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 5th July, 1904.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD," of the NORDDEUTSCHER LLOYD, Captain Kirchner, will leave for the above places TO-DAY, 6th inst., at 2 P.M.

NORDDEUTSCHER LLOYD, BREMEN. MELCHERS & CO., Agents.

Hongkong, 6th July, 1904.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"THALES" Captain Robinson, will be despatched for the above ports on FRIDAY, the 8th inst., at 8 A.M.

For Freight or Passage, apply to DOUGLAS LAPELLE & CO., General Managers.

Hongkong, 5th July, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIE," Captain Oliver, will be despatched for the above ports on or about TUESDAY, the 12th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 5th July, 1904.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Tomorrow, the 5th inst., at 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 12th inst., at 10 A.M.

All Claims must reach us before the 18th of July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 5th July, 1904.

FROM HAMBURG, BREMEN, ANTWERP, PENANG AND SINGAPORE.

THE I.L.A. Steamship

"BADENIA," Captain Rörden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 5th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 5th July, 1904.

NEW ADVERTISEMENT

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (THURSDAY), the 7th JULY, 1904, at 2.30 P.M., at his SALES ROOMS, Queen's Road, SERGE and FLANNEL SUIT LENGTHS; LADIES' SHOES, RIBBONS, LACE and HATS;

Also A Small Quantity of HOUSEHOLD FURNITURE, &c. &c. Terms of Sale—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 6th July, 1904.

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND on SATURDAY, JULY 30th, at 9 P.M. Further Particulars will be published later.

Hongkong, 5th July, 1904.

WANTED.

STENOGRAPHER. Must be thoroughly efficient. Stenography, experience, references and salary required to "REMINGTON-BARLOCK," Care of Daily Press Office.

Hongkong, 5th July, 1904.

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversations with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. R.

Care of Office of this Paper.

Hongkong, 16th May, 1903.

NOTICE OF REMOVAL.

CHAS. J. GAUPP & CO.

have This Day REMOVED into their new premises

"ALEXANDRA BUILDINGS," CHATER ROAD

(next door Messrs. A. S. Watson & Co., Ltd.)

Hongkong, 2nd July, 1904.

NOTICES OF FIRMS

NOTICE.

COKE AND TAR.

THE HONGKONG & CHINA GAS CO.

I beg to notify the public that Messrs. KUNG HING & CO., 474, Des Voeux Road West, are the SOLE AGENTS for the sale of the Company's Coke and Tar, and that all orders should be sent to the said Agents direct.

GEORGE CURRY, Local Secretary.

Hongkong, 8th June, 1904.

A. S. WATSON & CO., LIMITED.

MR. ALFRED HENRY MANCELL has This Day been appointed AGENT for the General Managers of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st July, 1904.

A. S. WATSON & CO., LIMITED.

MR. JOHN ARTHUR TARRANT has This Day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st July, 1904.

TO LET

TO LET.

1ST and 2ND FLOORS, No. 36, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—THE YEE WO, Nos. 49 & 51, Queen's Road Central.

Hongkong, 23rd May, 1904.

TO LET.

GODOWN, No. 32a, PRAYA EAST.

Nos. 15, 17 & 19, SEYMOUR ROAD.

Nos. 74, CAINE ROAD.

Apply to—COMPTON DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 5th March, 1904.

BOARD AND RESIDENCE

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply to—MANAGERESS, Macdonnell Road.

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903.

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE,"

2 & 4, KENNEDY ROAD, and

"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour.

For terms, apply to—Mrs. G. SACHSE, "St. George's House."

Hongkong, 17th March, 1903.

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1904.

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. NATHER, 2, Podder's Hill.

Hongkong, 1st January, 1892.

TO LET

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd November, 1903.

TO LET.

WAVERLEY HOTEL, No. 8, ICE HOUSE STREET.

THE EYRIE (P.E.A.).

BELLIOS TERRACE, Nos. 10, 13 & 21, QUEEN'S ROAD CENTRAL, TWO ROOMS, over Aches & Co.

No. 3, SEYMOUR TERRACE (Furnished). "BANGOUR" (Peak) from 1st August.

Apply to—LINSTEAD & DAVIS.

Hongkong, 15th June, 1904.

TO LET.

NO. 1, RIFON TERRACE (in FLATS). No. 4, RIFON TERRACE.

No. 17, WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BANK FISH).

GODOWNS, PRAYA EAST.

No. 1, CLIFTON GARDENS, Conduit Road.

OFFICES in No. 16, DES VOEUX ROAD, Central.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 29th June, 1904.

TO LET.

FROM 1st August, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.

Apply to—S. J. DAVID & CO.

Hongkong, 2nd July, 1904.

TO LET.

A SUITE OF THREE LARGE ROOMS, on 1st Floor Connaught House Hotel, suitable for Offices, also Stalls in the corridor of same Hotel. For full particulars, apply to—THE MANAGER, Connaught House Hotel.

Hongkong, 14th June, 1904.

TO LET.

"BRANEE BUNGALOW" Kowloon, with Large Garden, Furnished for 3 months.

No. 11, MOSQUE JUNCTION. Full View of Harbour.

OFFICES, CENTRAL POSITION. And others to suit various requirements.

S. A. SETH, Land and Estate Broker.

The Dairy Farm Co., Ltd.

Hongkong, 1st July, 1904.

TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.

For particulars, apply to—P. O. BOX 22, Care of Daily Press Office.

Hongkong, 17th June, 1904.

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon.

Possession on or about 31st August, 1905.

Moderate Rentals.

A HOUSE To Let in Kowloon, with possession 1st July, 1904.

Apply to—HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 21st June, 1904.

TO LET.

"EIGHTOR," the PEAK.

Apply to—JEBSEN & CO.

Hongkong, 27th April, 1904.

TO LET.

3RD FLOOR, suitable for Office.

Apply to—WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd June, 1904.

TO LET.

FURNISHED QUARTERS in Wyndham Street, for a quiet bachelor. \$50.

Apply to—S. Care of Daily Press Office.

Hongkong, 31st May, 1904.

HONGKONG CLUB.

TO LET.

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary.

Hongkong, 4th June, 1904.

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th March, 1904.

TO LET.

LARGE AIRY ROOMS, suitable for Offices, in Des Voeux Road Central. Two Rooms from 1st May, 1904, and One Room from 1st June, 1904.

For Terms, apply to—A. G. I. S., Care of Daily Press Office.

Hongkong, 28th April, 1904.

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 17th June, 1904.

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 16th JULY, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts for 30th April, 1904, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th JULY, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th June, 1904.

THE PUNJON MINING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the PUNJON MINING COMPANY LIMITED, will be held at the Registered Offices of the Company, No. 13, Beaconfield Arcade, Victoria, in the Colony of Hongkong, on TUESDAY, the 15th day of JULY, 1904, at 11 A.M., for the purpose of considering and if thought fit passing the subjoined Special Resolutions.

1. That it is desirable to reconstruct the Company, and accordingly that the Company be wound up voluntarily and that Arthur Rylands Lowe be and he is hereby appointed Liquidator for the purpose of such winding up.

2. That the said Liquidator be and he is hereby authorised to consent to the registration of a new Company, to be called The North Punjon Mining Company Limited with a Memorandum and Articles of Association which have already been prepared with the privity and approval of the Directors of this Company.

3. That the draft agreement submitted to this meeting and expressed to be made between this Company of the first part and its Liquidator of the second part and the new Company of the third part be and the same is hereby approved, and the said Liquidator be and he is hereby authorised, pursuant to Section 149 of the Companies Ordinance, 1865, to enter into an agreement with such new Company when incorporated in the terms of the said draft, and to carry the same into effect with such (if any) modifications as he thinks expedient.

Dated the 30th day of June, 1904.

By Order, A. E. LOWE, Acting Secretary.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$1 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 47 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$1 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904.

NOTIFICATION.

CHINESE INDEMNITY OF 1901.

THE Final Instalment of 25 per cent. of the Certificate amount is hereby declared payable on Coupon E of certificates issued in payment of British Private Claims under the provisions of the Notification of 12th June, 1902.

Coupons are payable at the Office of the Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London, and at negotiable Branches and Agencies, Hongkong and China.

H. M. BEVIS, British Delegate.

Shanghai, 2nd July, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Central Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904.

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERLITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 558G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902.

BANKS

RUSSO-CHINESE BANK

ORGANISED UNDER IMPERIAL DECREE OF 10TH DECEMBER, 1895.

CAPITAL Roubles 15,000,000
CAPITAL contributed by CHINESE GOVERNMENT 5,000,000 Roubles
(EQUIVALENT TO £2,500,000 Sigs.)

RESERVE FUND Roubles 2,000,000
SPECIAL RESERVES Roubles 1,700,000

HEAD OFFICE—ST. PETERSBURG.

BRANCHES AND AGENCIES

Andjian	Khabarovsk	Port Arthur
Bottom	Khokand	Samarkand
Blagovestchensk	Kiachta	Shanghai
Botafbo	Kirin	Stratensk
Boukharra	Kobe	Tachkent
Bisk	Krasnoarsk	Tchita
Chefoo	Kwantchen	Thougoutchak
Daly	Moscow	Tientsin
Hailar	Moukdon	Tientsin
Hakhdato	Nagasaki	Tsitsihar
Hankow	Norohwang	Verehneoudinsk
Harbin	Nicolajeffsk	Verny
Hongkong	Onkhaiat	Vladivostok
Irkutsk	Qurga	Yokohama
Kalgan	Paris	Zelinsk
Kashgar	Peking	

LONDON—Glyn, Mills, Currie & Co.

PARIS—Comptoir National d'Escompte de Paris. Banque de Paris et des Pays Bas.

BERLIN—Mendelssohn & Co.

HAMBURG—M. M. Warburg & Co.

VIENNA—K. K. Priv. Oesterr. Credit Anstalt für Handel Gewerbe.

AMSTERDAM—Lippmann, Rosenthal & Co.

Local Bills discounted.
Special facilities for Russian exchange.
Foreign exchange on the principal cities of the world bought and sold.

HONGKONG BRANCH

TEMPORARY OFFICES WHILE NEW OFFICES, IN PRINCES' BUILDINGS ARE BEING BUILT, VICTORIA HOTEL BUILDINGS, 105 House Street.

Hongkong, 14th July, 1903.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

INTIMATIONS

THE ROBINSON PIANO Co. LD.

UPRIGHT IRON GRANDS

MANUFACTURED BY US
ARE TO BE
ABSOLUTELY DEPENDENT ON

THERE IS NO PIANO SO WELL
ADAPTED TO STAND THE
HONGKONG CLIMATE.

THE MATERIAL IS OF THE BEST
AND THOROUGHLY.

SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY.

Prices \$400: Upwards.

ONLY 5 FEET LONG.

Hongkong, 8th June, 1904. [1409]

NOTICE TO MARINERS,
No. 197 (Special).

CHINA SEA.
SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO
THE YANGTZE.

Intended change in the position of the
Gas-Lighted Fairway Bell Buoy.

NOTICE IS HEREBY GIVEN that in
consequence of changes having taken
place in the Entrance to the South Channel,
the Gas-Lighted Fairway Bell Buoy will be
shifted 1 1/2 miles South of its present position
on or about the 15th July next.

From the Buoy, the Tungsha Lightship will
then bear N. 48 W.

Further information can be obtained at the
Coast Inspector's Office.

All Bearings given are Magnetic.
T. J. ELDRIDGE,
Deputy Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 25th June, 1904. [1622]

TONG CHONG & CO.
No. 88, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure
HAVANA CIGARS AND CIGARETTES
They are made of best Havana leaves and
possess a mild and choice flavour.
Inspection courteously invited.

Hongkong, 26th June, 1904. [133]

FOR SALE

FOR SALE.

TEAKWOOD STEAM LAUNCH in Good
Working Order and condition.
Length 36 feet.
Depth 3 feet 6 inches.
Engine, Compound Outboard Condensing.
Price \$3,250.

Apply to—

Care of Daily Press Office.

Hongkong, 31st May, 1904. [1374]

TO PHILATELISTS.

FOR SALE, a large variety of Chinese, all
issues, Chinese Locals, Shanghai, Hong-
kong, Indian Native States, Borneo, &c., &c.,
including many of the old and rare issues.
Selections sent on approval. Prices extremely
low. Apply—

Care of Daily Press Office.

Hongkong, 14th June, 1904. [1485]

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.

Hongkong, 21st May, 1904. [129]

FOR SALE.

STEAM LAUNCH "PERSEVERANCE."

Length, 100 feet; Beam, 18 feet; Depth,
9 feet; Speed, 10 miles per hour. In first-class
working order.

Apply to—

WANG HOE COMPANY.

No. 82 (1st Floor), Des Vaux Road Central.
Hongkong, 29th June, 1904. [1596]

AUCTIONS

PUBLIC AUCTION.

THE Underigned has received instructions
to Sell by Public Auction,
on
FRIDAY,
the 8th JULY, 1904, commencing at 2.30 P.M.,
at Nos. 2 and 4, GARD STREET,
A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE.

Comprising—
PLUSH COVERED DRAWING ROOM
SUITE, OVERMANTLES with BEVELLED
MIRRORS, PICTURES, ENGRAVINGS,
BRASS MOUNTED FENDERS,
LACE CURTAINS, VERY FINE VELVET
PILE CARPET, &c., &c.;
EXTENSION DINING TABLE, SIDE-
BOARD and DINNER WAGON with
BEVELLED MIRRORS, DINNER SET,
GLASS WARE and CUTLERY, &c., &c.;
BRASS and BRASS MOUNTED BED-
STEADS, HANDSOME WARDROBES,
BUREAUX with BEVELLED MIRRORS,
TAPESTRY and PICTURE COVERED
BEDROOM SUITES, DRESSING TABLE
with MIRROR, MARBLE TOP WASH-
STANDS, TOILET SETS, &c., &c.;
BATHROOM, PANTRY and KITCHEN
REQUISITES, &c., &c.

Also
3 COTTAGE PIANOS in Good Condition,
by Chappell and Co., John Broadwood and Sons
and The Robinson Piano Co.;

And
One PIANOLA with a Large Selection of
Music.

TERMS—Cash on delivery.
On View from Thursday, the 7th July, 1904.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 5th July, 1904. [1643]

PUBLIC AUCTION.

THE Underigned has received instructions
to Sell by Public Auction,

on
SATURDAY,

the 8th JULY, 1904, commencing at 2.30 P.M.,
at his SALES ROOMS, Duddell Street,
A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE.

Comprising—
TAPESTRY COVERED DRAWING
ROOM SUITE, OVERMANTLES with
BEVELLED MIRRORS, LADY'S FANCY
WRITING DESK, and OCCASIONAL
TABLES, &c., &c., &c.

EXTENSION DINING TABLE,
MARBLE TOP SIDEBOARDS with
BEVELLED MIRROR, DINNER WAG-
GONS, CHIFFONNIERS, &c., &c.;
BRASS MOUNTED BEDSTEADS,
WARDROBES with BEVELLED MIRROR,
MARBLE TOP BUREAUX with
BEVELLED MIRROR, MARBLE TOP
WASHSTANDS and DRESSING TABLES,
TOILET SET, &c., &c., &c.

BATHROOM and KITCHEN
REQUISITES.

Also
One HAMMOND TYPEWRITER (almost
new);

Also
Several TYPEWRITERS and BICYCLES
of VARIOUS MAKES.

TERMS—Cash on delivery.
On View from Wednesday, the 6th July, 1904.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 4th July, 1904. [1628]

PUBLIC AUCTION.

THE Letting by Public Auction Sale to
be held on MONDAY, the 11th day of JULY,
1904, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Officer Administering the Government, of
One Lot of Crown Land at Plantation Road,
in the Colony of Hongkong, for a term of 75
years, with the option of renewal at a Crown
Rent to be fixed by the Surveyor of His Majesty
the King for one further term of 75 years.

[1629]

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	Plantation Road	N. 172° 0' 0" E. 10' 0" 135° 0' 0" W. 10' 0" 135° 0' 0" W. 10' 0"	18,570 100 228	\$8.50	\$150

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED
WATERS in the Far East on account
of their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited our
factory recently in the course of a tour amongst
Eastern Aerated Water Makers, and was greatly
surprised at the compactness of our factory and
also the methodical way in which everything
pertaining to the making of Aerated Waters
was carried out. He also expressed himself
strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior to
a great many. He also reported that the
quality of our goods was of a first-class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point. Tel. 367.

Depot, Lee House Street. Tel. 374.

D. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 11th June, 1904. [132]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.

Sole Agents of
QUAN TAI & CO., Lime Manufacturers.

All descriptions of
GRANITE and MARBLE FOR EXPORT.

Dealers in
GRANITE and MARBLE MONUMENTS

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1903. [10]

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNOLDS & Co.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [1166]

MISCELLANEOUS ITEMS.

VERY AMBIGUOUS.

The annual meeting of the Charity Organisa-
tion Society of Melbourne has been held at the
town hall. Mr. J. A. Levey read a letter from
Lord Hopetoun thanking the society for the
assistance always given to him.—*Argus*,
Melbourne.

SCARCITY OF MARRYING MEN.

Every day the labour market grows more con-
gested; each day a marrying man becomes more
of a curiosity, bidding fair to become a coveted
specimen, exhibited in a glass case at collections,
and the women who do not face this fact, and
seek partners new, are bound to be "left."—
Helen Mathers, in *London Opinion*.

A "GENTLEMAN AMONG THIEVES."

American friendship for China is an example
of the striking effect of background. With all
respect to our English and Continental friends,
it is their behaviour to the Chinese that makes
us appear, by contrast to them, like a fairly
honest and courteous gentleman among a band
of plunderers.—*Times*, New York.

OUT-OF-DATE SERMONS.

The message that is delivered Sunday after
Sunday from the average pulpit is rapid and
meaningless to the man of affairs of to-day.
Your man of the present requires a different
preaching than did his father. He wants you
to say something, and to say it without florishes
and in as short a time as possible. He has no
time or patience with theories.—*Outlook*, New York.

THE NEW LONDON.

Hotel after hotel, each more gilded than the
last, has arisen in London, until no city in the
world can match them in size, luxury, and
display. Our theatres have increased in
number, or have been remodelled into comfort.
Clubs have arisen easy of access to visitors,
with friends or introductions, while society
itself throws open its doors to wealth from
whatever quarter of the world it may arrive.—
Vanity Fair.

"W. G.'S" RECORDS.

Commenting on the fact that during his
career in first-class cricket Mr. W. G. Grace
has scored over 55,000 runs and taken over 2,700
wickets, "A Clerical Cricketer" writes to the
Daily Mail:—Is it not a fact that no other
cricketer has scored 15,000 runs and taken 1,500
wickets? Our lads all over the land ought to
know this; and this, too, they ought to know—a
record I have never seen stated in print—that
in the seventies alone W. G. scored 17,734 runs
with an average of 50, and took 1,118 wickets at
an average of 14. Arthur Shrewsbury told me
not very long before his death that, simply as a
batman, Dr. Grace was, in his opinion, easily
first compared with any other whatsoever. As
an all-round cricketer his premier position is
almost ridiculously secure.

THE PIANO OVERHEAD.

A student engineer living in Charlottenburg
has taken a drastic method of silencing a piano
which was being played eternally in the flat over
that occupied by him. Finding remonstrance
useless, he bored a fine hole through the ceiling
of his study and the floor of the room above, into
which he fitted a fine rubber tube. Through
this tube he passed the acid fumes of sulphuric
acid gas, which in a short time drove the piano-
player from the room. This process was repeated
day after day, until the minute hole in the
floor was discovered. The piano-player brought
an action, and the engineer has been fined for
an attempt to do bodily harm.

COUNTRESS MARRIES HER COACHMAN.

Emma Sophia Georgiana, widow of the second
Earl of Ravensworth, who died in 1903, has
been married to Mr. James William Wads-
worth, 28, described in the marriage certificate
as a steward, son of an estate agent. The address
of bride and bridegroom is 15, Upper Grosvenor
Street, Lady Ravensworth's town house. For
some months Mr. Wadsworth had been coachman
to the Countess, and for a week after the
wedding he continued in this position, and
lived at 15, King-street Mews. The couple
are now on their honeymoon in the country.
The second Earl of Ravensworth died rich, with
personally outside the estate of about £200,000.
He left his wife £10,000 cash, £60,000 in India
Three per Cents, besides all balances standing
to his credit with his bankers and all deposits
held by them on his account at his death.

MR. GOULD'S CASTLE IN THE AIR.

Mr. Gould Gould, of New York, is suing
his architect, Mr. Haydel, for the return of
thirty thousand dollars, commissions paid in
advance on designs for the duplication of Kil-
kenny Castle, at a cost of four million dollars.
Mr. Haydel, whose professional reputation is es-
tablished, was unable to reconcile the demands
made upon him either with his artistic concep-
tions, or even with the structural possibilities.
Mr. Gould wanted Castle Gould to be double
the size of Kilkenny Castle, with two hundred
living rooms, an orangery 200 feet wide, a
library 150 feet by 50 feet, and a stable to cost
eight hundred thousand dollars, accommodating
one hundred horses. Mr. Haydel alleged that
the proposals were not only monstrosities, but
were structurally impossible.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNOLDS & Co.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [1166]

THE DERBY RUN IN A THUNDERSTORM.

The great international Derby was run under
most disastrous weather conditions, a thunder-
storm raging during the eventful struggle,
which resulted in a victory for Mr. Leopold de
Rothschild's St. Amant, and in an inglorious
defeat of the French favourite Gouvernant.

To the unsheltered on the hill, says one
account, it was the most wretched Derby within
recollection. The crowd—large enough, though
smaller than usual—experienced the full force of
the torrential rain that swept from the thunder
clouds when the great race started. The fierce,
stinging showers penetrated overcoats and
mantles, and dripped in cascades from
countless umbrellas down the necks and faces of
people, who bore it all with a cheerful stoicism
that was almost heroic. The encampment of
ready-money bookmakers was practically desert-
ed. So much so that one of the fraternity
invited the unwilling "sports" to back "Light-
ning" for a win and "Thunder" for a place.

Then, when presently the clouds were riven by
a snaky, purplish flame, followed instantly by a
rattle like rifle fire that swelled into one terrific
crash, the bookmaker announced with assumed
gravity that "Lightning" had won by a short
length. The crowd that otherwise would have
laughed boisterously only smiled dully. A
sorry, soaked crowd it was, standing in yellow
mud, ankle deep, or sordid grass that damped
the feet even more. Yet out of these conditions
the usual drive of Derby losers managed reap
some what of a harvest. They brought large
umbrellas, under which one was allowed to
stand for sixpence, and hawked trusses of straw
for people to stand on at so much per head—or
rather foot. Hundreds of "hill-top men" were
thus "budded down." But these small comforts
could not conquer their settled melancholy. The
twang of a solitary mandoline seemed in-
congruous. No one heeded it for a time; then a
satirical person inquired of the Italian
musician "if he had a 'gondola' handy, as he
wanted to get to the station." Groups of
burnt cork minstrels stood about dejectedly,
the rain washing yellow streaks down their
manufactured complexions. They were incap-
able of attuning their banjos to such con-
ditions, save one who sang: "Down by the
Swanee River." Mournful it was in the extreme,
but sadder thing of all, not one in a thousand
of the patient devotees of the hill saw the
race because of the umbrellas that shot up like
a mighty field of mushrooms.

Perhaps the feeling, uppermost in the minds
of everybody connected with the inner life of
racing after St. Amant's victory was one of
thankfulness that the immense sum of money
which the success of Gouvernant would have
taken out of the country remained in the Turf's
exchequer.

It has been stated that M. Blanc and his
immediate friends backed Gouvernant to win
some £50,000. That is a large sum; but it
would by no means have represented the total
French winnings, for the immense crowd which
followed in M. Blanc's train would have taken
a lot of money back home never to return.

The mystery of the race of course was the
utter and ignominious failure of Gouvernant,
and as helping to elucidate this the opinions
of his jockey may be of service. Obviously some-
thing must have been wrong, for Gouvernant
had survived the severest tests at home, and it
is ridiculous to suppose that the French horses
just now are so bad that the acknowledged best
cannot do better than Gouvernant did yester-
day. In the judgment of Cannon the horse
was thoroughly upset by the thunderstorm,
whose worst furies, so far as the explosions
of "heaven's artillery" went, were experienced
during the preliminaries of the race. Gouver-
nant took fright at the opening crash, and his
succeeding feet increased his alarm, until his
state became one of such nervousness, terror
and general up-settleness that he entered on
the contest a beaten horse.

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and general up-settleness that he entered on
the contest a beaten horse.

BRANCH OFFICES.

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFERIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Foreign Navies; the
Imperial Armies; the Imperial Railway;
Sanyo, Kishu and the other Principal Rail-
ways; Industrial Works; Home and Foreign
Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila, North
China, Korean ports and America.

SOLE PROPRIETORS of Takashima,
Ochi, Ichimaru, Namazu and Kumi-Yamada
Collieries and Hojo Colliery, which will be
ready to produce on a large scale the best Buzen
Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa)
and Matsushima Coals.

The Head and Branch Offices and the Agencies
of the Company will receive any order for
Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted
to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima
Colliery have been completed and this well-
known best and most economical steam coal in
the EAST is now produced in abundance and
can be supplied in any quantity.

Hongkong, 26th April, 1904. [112]

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS.

Large Size \$5.00 per 100.

Gold Tipped Medium Size

\$3.75 per 100

ZAFAR,

Large Size \$1.50 per 100

Medium Size \$1.20

KARIM,

Large Size \$3.75 per 100

Medium Size \$3.50

THABIT,

Large Size \$3.00 per 100

Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG

1615 **KRUSE & CO., CONNAUGHT HOUSE.**

Keep it Handy

For an emergency. When accidents happen, or sudden
sickness comes, nothing will bring such prompt relief as
that famous old remedy.

PERRY DAVIS' Painkiller

It cures CRAMPS, COLIC, CHOLERA, DYSENTERY,
DIARRHOEA; SPRAINS, BITES and STINGS.

[1516-2]

"BILLIARDS"

Our new patent Low Set Express Cushion can be fitted to any Billiard Table, making it a
playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.

THOROUGHLY SEASONED.

CRYSTALATE AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"OANFA"	On 8th July.
GLASGOW and LIVERPOOL	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL	"PELEUS"	On 22nd July.
GLASGOW and LIVERPOOL	"AJAX"	On 29th July.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"DIOMED"	On 15th July.
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM and ANTWERP	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.

Taking Cargo for Liverpool at London Rates.
TRANS-PACIFIC SERVICE.
STEAMERS TO SAIL
VICTORIA, SEATTLE, TACOMA, and
NAGASAKI, KOBÉ & YOKOHAMA
"OANFA" On 14th July.
For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 25th June, 1904. [10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 6th July.
MANILA	"TEAN"	On 6th July.
SHANGHAI	"WOOSUNG"	On 6th July.
SWATOW, CHEFOO and TIENTSIN	"CHIHLEI"	On 7th July.
LOILO	"PAKHOI"	On 7th July.
AMOI and SHANGHAI	"SHANSI"	On 8th July.
KOBÉ	"TAIYUAN"	On 13th July.
YOKOHAMA and KOBÉ	"TSINAN"	On 18th July.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australasia Ports.
REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 6th July, 1904. [12]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.
NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO.
POINTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904,
at 1 P.M., the Company's Steamship
"YARRA," Captain H. Schiller, with
Mails, Passengers, Specie and Cargo, will
leave this Port for MARSEILLES via Ports
of Call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon
only on Monday, the 11th July. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office, Contents
and Value of Packages are required.
For further particulars, apply at the Company's
Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 1st July, 1904.

NIPPON Yusen Kaisha.
AUSTRALIAN LINE.
FOR SYDNEY AND MELBOURNE, VIA
MANILA, THURSDAY ISLAND,
TOWNSVILLE & BRISBANE.
THE Company's Steamship

"YAWATA MARU,"
will be despatched as above on FRIDAY, the
29th July, at 4 P.M.
This well-known Steamer is specially con-
structed for service in the Tropics, and is
provided with superior accommodation and with
all modern fittings and improvements for the
safety and comfort of Passengers. Electric
Light and Refrigerator. Doctor and
Stewardess carried.
For Freight or Passage, apply at the Company's
Local Branch Office in France's Building,
First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, 27th June, 1904. [1583]

NOT RESPONSIBLE FOR DEBTS
NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.
ECLIPSE, British 4-m. barque, J. McBryde—
Standard Oil Co.
LYNDHURST, British 4-m. barque, Parrell—
Standard Oil Co.
KENTMERE, British Ship, T. F. Burch—
Standard Oil Co.
ANAPA, British Ship, J. M. Williamson—
Shewan, Tomes & Co.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S.
INTERMEDIATE LINE.
The New and Well-Appointed Twin Screw s.s.
"SARDINIA."
6,574 Tons, will be despatched for LONDON
DIRECT on or about 21st July.
Has excellent accommodation for FIRST &
SECOND SALOON Passengers at moderate
rates.
To be followed by the Steamship
"BORNEO."
4,679 Tons, about 18th August.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 24th June, 1904. [1593]

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODD & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
951 Tons, Captain A. Murphy, will leave for
Canton at 8.30 P.M., on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class fare, \$3 each way. Second-
class, \$1.50 each way. Moderate.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904. [27]

NOTICES TO CONSIGNEES
"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENLARI,"
FROM LEITH, LONDON AND
STRAITS.
CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 10th inst. will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before the
17th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th July, 1904. [1639]

THE P. & O. S. N. Co.'s Steamer
"CHUSAN."
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo—
From London, &c., ex s.s. "Mongolia"
Palermo and Orientale.
From Australia, ex s.s. "India."
From Calcutta, ex s.s. "B. I. S. N."
From the Persian Gulf, ex s.s. "B. I. S. N."
and B. & P. S. N. Co.'s steamers.
From Aden, ex s.s. "Moring."
Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. To-day, the 30th inst.
Goods not cleared by the 6th prox., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the God-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 30th June, 1904. [1]

BUDWEISER
BEER
EXTRA PALE LAGER BEER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.
ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.
THE LARGEST BREWERY
IN THE WORLD.
MADE IN GERMANY
QUALITY
GUARANTEED
This Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.
The Beer is sterilized after being bottled, and
full mure age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.
F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1903. [41]

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

SHIPPING

SHIPPING IN PORT.
STEAMERS.
ANAPA, British str. 2,251, J. M. Williamson,
23th June, Barry Dock 15th May, Coal.
—Order.
AN PHO, British str. 966, J. Kynoch, 30th
June, Saigon 26th June, Rice.—Chinese.
July 4, ATHENIAN, British str. 3,883, S.
Robinson, Vancouver 6th June, General.—
C. P. R. Co.
BENLARI, British str. 2,510, A. Wallace,
4th July, London and Singapore 28th
June, General.—Gibb, Livingston & Co.
CARL DIEDERICHSEN, German str. 774, H.
Schlaikier, 29th June, Haiphong and Ho-
bair 26th June, General.—Jobson & Co.
CARL MENZEL, German str. 284, J. Janssen,
18th June, Amoy 17th June, Ballast.—
East Asiatic Trading Co.
CHANGSHOW, British str. 1,202, Montkman,
July 3, Canton 2nd July, General.—
Butterfield & Swire.
CHANGCHUW, British str. 1,213, C. Harrison,
3rd July, Pusan 24th June and Singa-
pore 27th, General.—Chinese.
CHINCHU, British str. 1,459, J. Mel. Hewie,
3rd July, Kobe and Kutchinawa 25th June,
General.—Butterfield & Swire.
CHWANGYAN, British str. 1,231, Lowler, 3rd
July, Bangkok 27th June, General.—
Bradley & Co.
CLAYBURN, British str. 2,154, David Barton,
3rd July, Salina Cruz 28th May and Mei-
27th June, Ballast.—C. S. S. Co.
CLUTUS, British str. 1,559, D. W. Hishop, 28th
June, Saigon 23rd June, Rice and General.—
—Order.
Doric, British str. 4,936, H. Smith, s.s.,
2nd July, San Francisco and Shanghai
29th June, Mails and General.—O. & O.
S. S. Co.
DUNDEE, British str. 2,000, J. Graham, 2nd
July, Barry via Natal 24th April, Coal.
Alex. Ross & Co.
ERICA, German str. 1,201, R. Rickmann, 30th
June, Hongay 28th June, Coal.—Jobson
& Co.
GENERAL ALAVA, American transport, Whit-
ton, 20th June, Cavite 17th June.
HAILAN, French str. 377, L. Anderson, 1st
July, Pakhoi 28th June and Haiphong 30th,
General and Pigs.—A. R. Marty.
HAIKUN, British str. 636, W. C. Pasmore,
4th June, Kobe 19th June, Ballast.—
Douglas Laiprak & Co.
HAROL, French str. 79, P. Morley, July 3—
Haiphong and Haiphong 2nd July, General.
—A. R. Marty.
HINSANG, British str. 1,424, W. E. Sawyer, 30th
June, Saigon 26th June, Rice.—Jardine,
Matheson & Co.
HUP, French steamer, 705, Godineau, 4th July,
Haiphong and Kwangchow 2nd July,
General.—A. R. Marty.
JAMES BRAND, British str. 2,512, Torrance,
2nd July, Sumatra 22nd June, Bulk Oil.
—Meyer & Co.
KEONGWAI, German str. 1,115, W. Moller-
mann, 29th June, Bangkok 20th June,
Rice and Teakwood.—Mellor & Co.
LATANG, British str. 2,224, E. J. Todd, 6th
July, Calcutta 21st May, Pusan 24th
June and Singapore 31st, General.—Jardine,
Matheson & Co.
MATHILDE, German str. 675, G. Schlaikier,
1st July, Haiphong 30th June, General.—
Jobson & Co.
MAUSANG, British str. 1,844, S. J. Payne, 25th
June, Sandakan 2nd June, Timber.—
Jardine, Matheson & Co.
NANYANG, German str. 1,060, E. Haas, 2nd
July, Canton 1st July, General.—Chinese.
ONSANG, British str. 1,787, Davies, 1st July—
Java 22nd June, Sugar.—Jardine, Matheson
& Co.
PHRANANG, German str. 1,021, F. Mangels-
dorf, 30th June, Bangkok 18th June,
Rice.—Butterfield & Swire.
RUBI, British str. 1,600, R. W. Almond, 4th
July, Manila 1st July, General.—She-
wan, Tomes & Co.
SHAOHING, British str. 1,307, B. Harris, 4th
July, Wuhu and Chinkiang 30th June,
General.—Butterfield & Swire.
SUIBANG, British str. 1,770, J. Young, 28th
June, Calcutta 12th June and Straits 22nd,
General.—Jardine, Matheson & Co.
TAIYUAN, British str. 1,453, L. Dawson, 26th
June, Australian Ports 4th June and
Manila 23rd, General.—Butterfield & Swire.
TEAR, British str. 1,345, A. Somerville, 3rd
July, Manila 30th June, Hemp, &c.—
Butterfield & Swire.
TRIUMPH, German str. 679, A. Hanson, 2nd
July, Poochow, Amoy and Swatow, 1st
July, General.—Osaka Shosen Kaisha.
WOOSUNG, British str. 1,109, Dawson, 3rd
July, Canton 2nd July, General.—Butter-
field & Swire.
YUENSANG, British str. 1,123, P. H. Rolfe,
4th July, Manila 1st July, General.—
Jardine, Matheson & Co.

BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.
Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. O. De Brook, Weihai-
wei.
Allion, battleship, 12,950 tons, 16 guns, Capt.
Fremantle, Weihaiwei.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. Rowland Nugent, Heking Sea.
Amphitrite, 1st class cruiser, 11,000 tons, 15,000
h.p., Capt. Charles Windham, C.V.O.,
Weihaiwei.
Andromeda, cruiser, 12,500 tons, Capt. Nelson
Omnium, Weihaiwei.
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. O. M. Makins, Yangtze.
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. Thos. D. Pratt, Yangtze.
Centaur, battleship, 10,500 tons, Capt. Fegan,
Weihaiwei.
Cressy, cruiser, 12,000 tons, 14 guns, 21,000
h.p., Capt. Henry M. T. Tuller, Weihaiwei.
Eclipse, cruiser, 5,600 tons, 11 guns, Captain
Stokes, off Shanghai.
Espiegle, gunboat, 1,070 tons, 10 guns, Comdr.
Ernest G. Barton, China waters.
Fame, torpedo-boat destroyer, 360 tons, 4 guns,
5,700 h.p., Lieut. Comdr. C. Asser, off
Shanghai.
Fearless, gunboat, 445 tons, 12 guns, Comdr.
Vaughan Lewis, Weihaiwei.
Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain A. V. Carter, Weihaiwei.
Handy, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., in reserve.
Hart, torpedo-boat destroyer, 250 tons, 6 guns,
4,000 h.p., in reserve.
Humber, storeship, 1,540 tons, Comdr. John D.
Dalrymple, Wosung.
Iphigonia, 2nd class cruiser, 3,600 tons, Capt.
Fawcoker, Shanghai.
Janus, torpedo-boat destroyer, 280 tons, 6 guns,
3,900 h.p., Lieut. Comdr. J. A. Gregory,
off Shanghai.
Kinsla, river gunboat, 331 tons, Lieut. Comdr.
Christopher P. Metcalf, on Yangtze.
Leviathan, cruiser, 14,100 tons, Capt. Hon. W.
G. Stopford, Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns.
Lieut. Comdr. G. G. Webster, West River.
Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain Gmel, C.M.G., Hongkong.
Oller, torpedo-boat destroyer, 350 tons, 10
guns.
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. J. Nicholas, Yangtze.
Rambler, surveying ship, 583 tons, Comdr.
Chas. E. Monro, Amoy.
Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S.
Aubyn Wake, Singapore.
Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. Vaughan, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p.,
Comdr. Thos. Jackson, Yangtze.
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. L. W. Jones, Hongkong.
Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H.
H. Moore, Singapore.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Ernest W. G. Davidson, on
Yangtze.
Taku, torpedo-boat destroyer, 250 tons, 6 guns,
5,600 h.p., in Reserve.
Tamar, receiving ship, 4,600 tons, 6 guns,
Commodore C. G. Dickson, at Hongkong.
Teal, river gunboat, 139 tons, 2 guns, Lieut.
Comdr. E. F. B. Dugmore, on Yangtze.
Thetis, cruiser, 3,400 tons, Capt. J. C. A.
Wilkinson, Shanghai.
Tweed, gunboat, 362 tons, 3 guns, 200 h.p.,
Lieut. Comdr. R. H. Keato, on Yangtze.
Vengeance, battleship, 12,950 tons, 12 guns,
13,500 h.p., Capt. L. C. Stuart, C.M.G.,
Weihaiwei.
Vestal, sloop, 980 tons, 10 guns, 1,400 h.p.,
Comdr. Stuart St. J. Farquhar, Hongkong.
Virago, torpedo-boat destroyer, 360 tons,
in reserve.
Waterwitch, surveying ship, 620 tons, 450 h.p.,
Comdr. E. C. Hardy, at Weihaiwei.
Whiting, torpedo-boat destroyer, 360 tons, 6
guns, 5,900 h.p., Lieut. Comdr. Well,
Shanghai.
Wiven, coast defence ship, armoured, 2,750 tons,
1,000 h.p., in reserve, at Hongkong.
Woodcock, gunboat, 150 tons, 2 guns 550 h.p.,
Lieut. Com. Hugh Somerville, Yangtze.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
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CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODD & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
951 Tons, Captain A. Murphy, will leave for
Canton at 8.30 P.M., on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class fare, \$3 each way. Second-
class, \$1.50 each way. Moderate.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904. [27]

NOTICES TO CONSIGNEES
"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENLARI,"
FROM LEITH, LONDON AND
STRAITS.
CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 10th inst. will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before the
17th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th July, 1904. [1639]

THE P. & O. S. N. Co.'s Steamer
"CHUSAN."
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
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Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo—
From London, &c., ex s.s. "Mongolia"
Palermo and Orientale.
From Australia, ex s.s. "India."
From Calcutta, ex s.s. "B. I. S. N."
From the Persian Gulf, ex s.s. "B. I. S. N."
and B. & P. S. N. Co.'s steamers.
From Aden, ex s.s. "Moring."
Optional Goods will be landed here unless
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1 P.M. To-day, the 30th inst.
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E. A. HEWETT,
Superintendent.
Hongkong, 30th June, 1904. [1]

BUDWEISER
BEER
EXTRA PALE LAGER BEER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.
ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.
THE LARGEST BREWERY
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MADE IN GERMANY
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This Beer is brewed of best Saazer Hops and
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F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1903. [41]

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

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CHEUNG ON STEAMBOAT CO., LD.,
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Company's Godowns at Kowloon, where each
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This Vessel brings on Cargo—
From London, &c., ex s.s. "Mongolia"
Palermo and Orientale.
From Australia, ex s.s. "India."
From Calcutta, ex s.s. "B. I. S. N."
From the Persian Gulf, ex s.s. "B. I. S. N."
and B. & P. S. N. Co.'s steamers.
From Aden, ex s.s. "Moring."
Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. To-day, the 30th inst.
Goods not cleared by the 6th prox., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the God-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 30th June, 1904. [1]

BUDWEISER
BEER
EXTRA PALE LAGER BEER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.
ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.
THE LARGEST BREWERY
IN THE WORLD.
MADE IN GERMANY
QUALITY
GUARANTEED
This Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.
The Beer is sterilized after being bottled, and
full mure age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.
F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1903. [41]

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODD & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
951 Tons, Captain A. Murphy, will leave for
Canton at 8.30 P.M., on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class fare, \$3 each way. Second-
class, \$1.50 each way. Moderate.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904. [27]

NOTICES TO CONSIGNEES
"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENLARI,"
FROM LEITH, LONDON AND
STRAITS.
CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 10th inst. will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before the
17th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th July, 1904. [1639]

THE P. & O. S. N. Co.'s Steamer
"CHUSAN."
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo—
From London, &c., ex s.s. "Mongolia"
Palermo and Orientale.
From Australia, ex s.s. "India."
From Calcutta, ex s.s. "B. I. S. N."
From the Persian Gulf, ex s.s. "B. I. S. N."
and B. & P. S. N. Co.'s steamers.
From Aden, ex s.s. "Moring."
Optional Goods will be landed here unless
instructions are given to the contrary

